

COUNTRY	East Germany	REPORT	25X1
TOPIC	Schorfheide Airfield		
EVALUATION	PLACE OBTAINED	25X1	
DATE OF CONTENT			
DATE OBTAINED	DATE PREPARED	31 March 1953	
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
		This is UNEVALUATED Information	25X1

1. In late February 1953, most of the laborers employed at Schorfheide airfield worked on the runway. The runway bed was excavated to a depth of 50 to 80 cm between the surveyor's peg No 16 and the Vietmannsdorf-Gross Doelln road. This section was graded between 23 and 28 February. Subsequently, concreting work was to start there. For this purpose, crushed stones were hauled to the field. Every day, about 20 carloads arrived on the spur track near the cement silos where the cars were unloaded. No cement was available as yet. In late February, workers started to take the humus layer off the terrain east of the Vietmannsdorf-Gross Doelln road. A ditch, 1 meter deep, was being excavated on the southern edge of the excavation along the runway. Work started at peg No 28 and continued toward the east. In this ditch a water pipe was to be laid which extended to an auxiliary pumping station from where the construction site was to be supplied with the required water for concreting. No excavating was under way between pegs 1 and 16.¹ 25X1
2. A second spur track was laid just east of the Vietmannsdorf-Gross Doelln road. Thus, a track extended on either side of the cement silos and railroad cars could be unloaded at both sides at the same time.
3. During the second half of February, work was resumed on the barracks installations. On 28 February, work was completed to the status that windows and doorframes could be installed.²
4. During the Christmas holidays, a large portion of workers had left the Schorfheide project and gone to the large construction site on Ruegen Island. Thereupon an order was issued, according to which workers of a Bauunion who leave a project must not be employed at another construction site of the same Bauunion or of another Bauunion. About 120 workers of the Schorfheide project who resided in Zehdenick were daily hauled by bus to and from their work site, as the railroad line was not yet open for passenger traffic.
5. In late February, Colonel Kirik (fnu) was the leading Soviet officer of the Schorfheide project.³ About 1,300 men were employed there. The work force was to be increased to about 2,000 in the near future. In late February, many workers were ill of influenza. The laborers complained about the food and billets and stated that insufficient material supplies would considerably 25X1

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delay the target date for completion of the project. It was rumored at the Bauunion that a portion of the administrative personnel at the Schorfheide project would be dismissed and that the Bauunion was under the surveillance of the criminal police. Construction superintendent Teutsch (fnu) was replaced by a Kunze (fnu). A group of 11 carpenters refused to sleep any longer in the low wooden buildings which had been recently constructed of fresh timber by a special Soviet construction detachment. The laborers wanted to go home for the weekend which, however, was against the contract. Overcrowded transportation facilities for the workers led to several fist fights. The recently built low wooden building for cultural use was set on fire.

1. Comment. The present report indicates that work is in progress on the runway at Schorfheide airfield. From the reported depth of the excavation it is inferred that a 50-cm concrete cover will possibly be laid on the runway, as was repeatedly reported.

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2.
3. Comment. Colonel Kirik was repeatedly reported as chief of the Soviet construction staff.

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